Evaluation Rating								
Requirements for Continued Participation	Exceeds Req.	Meets Req.	Does Not Meet Req.		How Requirement is Satisfied	Process/Agency Recommendation		
TRPA recognizes that additional height is an incentive that may be used to achieve environmental and public gains. TRPA requires that the greatest height be significantly set back from the streets and located more toward the middle of the building. Site context, varying step backs, roof pitch, and articulation must be considered for additional height to be appropriate for this location. TRPA may consider an alternative method of measuring height in sloped situations. TRPA's design guidelines provide details in relation to stepping a building with the contours. The use of a building envelope that would allow a building to stair step up a slope to a max of 50 ft. at the highest pt. of the envelope/slope, depending on the elevation, may be appropriate for this site. This approach may limit and potentially eliminate the amount of grading/cut required for building foundations which would be an added environmental benefit.		X		Proposed Project places higher structures away from SR 89. Proposed amendment would change method to measure building height using average grade, using 50 feet as the maximum allowable building height. To qualify for additional height under the proposed §22.4.G amendment, buildings must meet the eligibility requirements included in the amendment and comply with §22.7 findings 1, 3, 6 (with proposed amendment to allow additional height in ski area master plans as well as Community Plan areas), 8, and 9. The Proposed Project (Alternative 1/1A) must also meet the the required conditions included in the Ski Area Master Plan to be eligible for additional building height under the amendment (e.g., reduce land coverage by at least 10%).	permissible height for structures with a minimum setback of 40 feet from the SR 89 edge of pavement to be 42 feet, with a minimum roof pitch of 5:12. Buildings setback at least 200 feet, but not more than 675 feet, would be allowed to have heights up to 50 feet, with a minimum roof pitch of 2:12. The South Base area would have a maximum height of 50 feet, with a minimum roof pitch of 5:12. The maximum height for structures located in the Mid-Mountain Base area would be 35 feet, with a minimum roof pitch of 2:12. The Mid-Mountain Base area is located on a slope, and where it is visible from Lake Tahoe, it is seen	As means to understanding the relationship between the existing height standards and proposed alternative height standards, visual simulations from scenic viewpoints demonstrating how the proposed buildings do not exceed the height of existing tree canopy were prepared. In addition, building cross sections were designed to demonstrate that the visual impact of the proposed new buildings using the alternative height calculation is no greater than separated buildings measured using the current height measurement methodology. In order to allow the additional building height, final approval of proposed new height ordinance is mandatory. In addition as a means to reduce the chances of increased visual impant the preservation of trees is a must and as such a long term tree monitoring and maintenance program shall be developed as a condition of final project approval.		
The CEP requires substantial land coverage reduction for this project. The increase in density and height must result in an overall reduction in land coverage.	X			Proposed Project (Alternative 1/1A commits to removing and restoring not less than 500,000 square feet of existing land coverage within the Project area and permanently retiring at least 13 percent of the total existing land coverage to meet the TRPA CEP resolution.	Site Plans that include a Land Coverage plan, BMP plan, Water Quality plan with "Effective Coverage" coverage tables for review	As a condition of final project approval applicant shall provide verification of final coverage numbers which indicate the amount of coverage to be removed, relocated, banked and permanently retired through separate application process.		
A Scenic/Visual analysis of roadway unit and how it will enhance the scenic travel route rating will be required for this project. The scenic analysis will also include an analysis of how the scenic 3 threshold will be potentially impacted and any impacts mitigated. If the proposed project is visible from Lake Tahoe, an additional scenic analysis will be required that addresses the impacts to Lake Tahoe.		х		Visual simulations of the project have been completed from three points along Hwy 89 and one point from within the north base area selected by TRPA and the environmental consultant. The scenic analysis shows that the Project would improve travel route ratings along SR 89 and maintain travel route ratings from Lake Tahoe viewpoints.	improvements will be achieved as a result of reducing the visibility of parking areas by landscaping views from SR 89, placing parking underground, and undergrounding utilities lines along SR 89	As a condition of final approval the applicant will be required to adhere to all design standards for color, materials and landscape buffers. As an added condition of approval applicant shall provide a long term tree monitoring and maintenance program.		

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TRPA requires the use of high quality natural materials including stone, wood, and alternative green building materials should be incorporated into the designs. Texture, color, form and glass reflectivity need to be considered on all buildings, especially those that front the Scenic Travel Route.		x		The building material plan calls for the use of stone, heavy timber supports, wood and cement lapboard siding, metal and planted roofs and ultra high efficiency windows. The color pattern uses dark earth tones from the TRPA approved color palette.	Low flow fixtures and toilets are used in all buildings and the project will pursue LEED certification (see below). The use of green design fixtures must exceed current TRPA Standards as set forth in TRPA Code Subsection 30.9	As a condition of approval the use of LEED design standards must exceed TRPA Design Standards. The final construction drawings shall have notes indicating conformance to the following design standards for color, textures, roofs, fences, stone, wood, building form, glass reflectivity, and alternative green building materials, subject to finagency approval.		
Environmental Improvements/Environmental Improvement Program (EIP)			1		T			
For commodities to be reserved and projects to be approved, CEP projects must commit to substantial environmental improvements, which must include specifically identified EIP projects. The project proposes a number of environmental benefits/improvements. TRPA requires written commitments regarding the funding, construction, and overall maintenance/monitoring for the specific EIP proposals. Some EIP components that were discussed in the pre- application or in verbal conversation are listed below: a. TRPA supports storm water from Highway 89 and the Homewood site being diverted to properly sized treatment facilities that are constructed and maintained by Homewood Mountain Resort. Provide details and commitments regarding the Homewood water quality improvements and how they will be integrated with the Caltrans water quality improvements and the Placer 1. County Homewood Erosion Control Project. Specifically, HMR mustevaluate and specify the quantifiable reduction of sediment loads entering Lake Tahoe in the Homewood area garnered through the construction of these targeted water quality facilities? b. HMR must provide design and written commitments for the implementation of the bike trail improvements referenced in the CEP application through the Homewood project area. c. HMR must provide details and commitments regarding the under grounding of the utilities that cross the Homewood site. d. HMR must provide details and commitments regarding the day-lighting of the creek under the ski-bowl (new residential area) parking lot. Also, explore possibilities to restore creek/SEZ along proposed cat road between base areas e. Additionally, participate in the Hwy. 89 re-alignment EIP project # 855 at Tahoe City.		x		Placer County currently plans on constructing the Homewood WQIP during the summer of 2012. HMR's improvements will be included in the project's Conditions of Approval for the Ski Area Master Plan Tentative Map and Conditional Use Permit by Placer County. The County will move forward with construction of the Homewood Phase I project under its normal implementation for such water quality projects. Specific details regarding HMR's financial contribution (timing and amount) are to be included as part of the project development agreement currently being generated with Placer County. Ultimately the contribution by HMR to the County WQIP will represent a significant sediment and nutrient load reduction in the Homewood area. HMR has designed a bike trail through the north base area in consultation with TCPUD. HMR has designed the Master Plan to eliminate above ground utilities in the north and south base areas and has proposed the replacement of culverts on Homewood Creek at Tahoe Ski Bowl Way with a bridge span. HMR will pay a fair share of teh improvements of SR 89 near Tahoe City as part of their traffic mitigation responsibility.		As a condition of final approval HMR shall enter into an irrevocable written commitment demonstrating their participation and amount of contribution to the Placer County WQIP. HMR must also demonstrate their committment and strategy for implementating improvements to bike trail extension, under grounding of the utilities that cross the Homewood site, provide details and commitments regarding the day-lighting of the creek under the Tahoe ski-bowl (new residential area) parking lot, provide final designs for restoring the creek/SEZ and development of the "ca road" between base areas and demonstrate their participation in the Hwy. 89 re-alignment EIP project # 855 at Tahoe City.		
Promote transfer of development that results in substantial environmental benefits. The proposal requests 50 TABUs that require a 1 to 1 transfer of TAUs from sensitive parcels. HMR must provide specific details on where the 25 units on sensitive parcels are located (APN, Transfer applications, etc.). This CP contains policies that encourage the transfer of TAUs into this area, not out of the area. HMR must provide an explanation as to why the transfer of these commodities out of this CP would be considered beneficial.		Х		Proposed Project includes transfer of TAUs from the North Stateline Community Plan area located on low capability lands EIR/EIS documents the effects of transfering units from the NSCP to the HMR project area and concludes there are no significant impacts.	Many of the TAUs proposed for transfer are from low land capability area within the NSCP area. In moving forward with the transfer process, approximately 45 of the TAUs have already been removed and banked on the site of the Tahoe Inn and as a result, are not being physically removed as a result of the proposed transfer. This results in a reduction of automobiles trips that are no longer going to and from the site. The parcels from which these TAUs originated were overdeveloped at the time of their construction and exceeded the allowable land coverage limits, by removing them there is an overall environmental benefit.	TAU transfer and or banking application and final approval and deed restricting the sending sites from future development on sensative areas of land.		

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Green Building		ı						
TRPA requires that each of the project's buildings meet the minimum LEED certification and make a long term commitment to maintain the certification. In California, this may be a minimal request given the State requirements relating to Title 21. The applicant should strive to achieve higher certification, but this is not a requirement.		x		Proposed Project is accepted in the LEED Neighborhood Development program for the North Base area. HMR commits to the use of LEED design for the South Base area.	The North Base area has been accepted into and will be designed under the Leadership in Energy and Environmental Design (LEED) for Neighborhood Development Pilot Program as an example of exemplary green and sustainable development.	LEED Neighborhood Development Checklist & Final Certification		
Provide confirmation that the proposal has been accepted into the pilot LEED for Neighborhood Development program, and commit to achieve certified LEED for Neighborhood Development program status. TRPA requires that each CEP project be scored using the criteria in the pilot LEED for neighborhoods program and obtain a minimum score of 40.		x		See above.	See above.	LEED Neighborhood Development Checklist & Final Certification		
Housing								
TRPA requires additional information on the project's impact on the local affordable housing stock and what measures are being proposed to mitigate any potential loss. Provide details on the specific Placer County requirements for employee housing. The proposal provides for some units to be located on-site; specify the location of the balance of the employee housing units proposed to be built. Provide details on the location, number of units, type of housing, travel distances and transportation options.		х		Proposed Project requires additional affordable housing units to meet requirements of Placer County. A detailed housing plan to meet these requirements has been made a condition of project approval. Mitigation requirements are compliance with the existing Placer County standard to accommodate half of the new full time equivalent work forcew.	Identification of remaining offsite Housing locations to accommodate appropriate housing densities and types per Placer County requirements (e.g., construct additional housing, provide a site for additional housing, pay fees inlieu of constructing housing and demonstrate how the fees will be used to provide the required housing).	Project application and final approval o all proposed housing projects and associated BMPs on an approvable sit with appropriate access points and land capability verified. In addition to providing details on the location, but also the number of units, type of housing, travel distances and transportation options.		
Clarify and detail the proposed residential ownership of south base area.		Х		Proposed Project proposes multi-family residential for sale units at the South Base area.	Identification and analysis contained in environmental document	Final Approved Plans		
Deed restrictions are required In perpetuity for the use of MRBUs for affordable housing.		Х		Bonus units received for the onsite affordable housing units will require deed restrictions.	Identification of the number units to be deed restricted - includes 13 units onsite as part of the Project proposal.	Recordation of Approved to Form Deec Restriction		
To promote Transit Oriented Development, TRPA requires the proposed project to meet minimum density and floor area standards that promote transit and walkability.		х		Proposed Project proposes densities of approximately 15 units/acre at the North and South Base development areas. The project site has intermodal transit connections on site.	Approval of amendments for an increase in density in PAS 158 and 159. Satsify LEED requirements for Neighborhood Development which includes green building, bikeways or support other alternative modes of transportation	Final agency approval of the Plan Area Amendments and acceptance into one of the three stages of certification LEEC Certification; Stage 1 – Conditionally Approved Plan: conditional approval of a LEED-ND Plan for projects prior to completing the entitlement—or public review— Stage 2 – Pre-Certified Plan: Stage 3 – Certified Neighborhood		

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TRPA requires a parking analysis that provides details and commitments on the overall parking strategies including proposed on–site facilities, utilization of satellite parking to reduce on-site parking demands, links to existing transit system, shuttle system details, and water taxi details.		Х		Parking and Transportation EIS analysis documents existing parking facilities as well as the demand for and provision of adequate parking supply for the North Base and South Base area to meet Placer County requirements as well as a summer and winter parking management plan.	To demonstrate consistancy, the proposed project includes a parking management plan which includes a Dial-A-Ride transit program designed to serve the west shore during winter ski season as well as employee and skier shuttle services, a water taxi, and a satellite parking program.	The applicant shall provide proof of an irrevocable commitment to providing proposed transit services in addition to identifying the location and capacity of any and all offsite parking facilities at the time of formal project application.			
TRPA requires an estimate of VMT reduction, strategies and methodology.		х	I .	VMT reduction is achieved in winter, but not summer because there are presently no existing summer uses.	As a means for reducing VMT alternative transportation modes are being proposed; water taxi, shuttle, dial-a-ride, employee shuttles	Final approval of proposed project which outlines these alternative modes as a condition of approval			

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A kiosk with signs, maps, etc. that provides linkages to schools, community facilities, bike paths will be required to be located on site in or near the transit center/shelter.		X		As stated in the master plan document, it is the intention of the ski area master plan to make all man made elements come together to create a visually attractive facility for both visitors and residents	To meet this requirement a comprehensive signage program to include signs, maps, wayfinding, linkages to community facilities, bike paths can be developed, reviewed and approved for the site and HMR community at large as a condition of final project approval	Formal application for a sign program that takes into account linkages to community facilities, and way finding need, as a conditon of permit approval.		
Recreation	Recreation							
TRPA requires that any loss of Persons At One Time (PAOTs) be mitigated. The Plan Area Statement (PAS) 157 was anticipating that this area would grow for recreation purposes by a maximum of 1100 PAOTs. If there are any modications to on mountain lifts, an evaluation of any changds to existing PAOTs could have an effect on achievment of TRPA's recreation threshold.		x		Proposed Project does not propose to reduce the existing PAOT allocation. Existing allocation will be used for ski lift upgrades. Proposed Project does not propose to increase PAOTs.	By keeping the ski resort open, existing PAOTs assigned to Homewood would remain in operation and the 1987 TRPA Regional Plan assignment of 1,100 PAOTs to HOMEWOOD would remain available for potential use at the Resort although the Master Plan does not propose to expand PAOT capacity.			
The mid-station lodge would be available for the public to use (pool, access to hiking, etc.) 2 Evaluate the potential impacts to the project associated with reduced public access to the mid station lodge/pool and explain reasons why this change is desirable.		Х		Proposed Project identifies the Mid Mountain Lodge as a public use area, including the pool.	As the details of the extent of the public use; time, dates, areas, etc., have not been determined as of yet, HMR will need to develop specified use provisions in the form of a published (CC&R) document to be agreed upon by all interested parties.	A recorded irrevocable agreement that reserves the appropriate portions of the Mid Mountain Lodge as a public use area shall be included in permits.		

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The CEP requires details and commitments on where and how five miles of hiking trails will be developed per the PAS 157.		×	Proposed Project identifies the location for the proposed five miles of hiking trails on existing roads within PAS 157. Trails include directional markings, mapping, and interpretive signs. Trails will also be linked to pedestrian access pathways at the North and South Bases.	Applicant shall make formal application for the implementation of the hiking trails and develop a use and management plan.	As a condition of final project approval the applicant shall provide a timetable for hiking trail implementation and maintenance program as part of any subsequent trail application request and approval.				
Basic Site Information									
TRPA requires verification of the existing land coverage, land capability, and units of use.		X	Existing land coverage and units of use are verified, and land capability has been verified for the entire project area.	As project phases move forward, formal application for additional land coverage will be submitted for review.	submission of land coverage banking applications for future restoration of existing land coverage				
TRPA requires assurances that locations of proposed buildings and proposed transfers are not impacting sensitive lands.		x	Proposed Project building locations are located outside of SEZ and SEZ setbacks.	The Proposed Project will remove existing structures in the South Base area from the FEMA 100-year floodplain, Z conform to TRPA and Placer County setbacks and will replace the existing culvert crossing with a bridge span across Homewood Creek to reduce the potential for flood flows to be impeded or redirected.	Final project level approval of plans indicating that structures will be removed at the floodplain, and that the floodplain will be restored to improve functionality as a natural water course.				
Miscellaneous CEP Items									
The proposed project requires changes to the current PAS 157 and would need to incorporate these into the Master Plan document. Evaluate the environmental impacts of the following changes: a. Multi-Family Residential and Timeshare Residential would be added to the permissible use list in this PAS/Master Plan Area b. Multi-Residential Incentive Program and Existing Development receiving area designations would be added to the PAS/Master Plan Area. This would be required to transfer in the MRBU, TAUs and CFA.		X	Proposed Project includes Plan Area boundary amendment that would locate multi-family and fractional ownership units in PAS 159. The impacts of amending the Plan Area boundaries has been analyzed in the EIR/EIS.	After the certification of the environmental document, the approval of the Plan Area amendments must take place in order for the project to move forward without the amendment approval the project approval can not occur.	Approval of proposed project amendments to all Plan Area boundary for inclusion of multi-family and fractional ownershipo units (PAS 159).				
Miscellaneous CEP Items Continued									
To make these changes above, Transit Oriented Development (TOD) findings will need to be made.		х	Findings for TOD are supported in the EIR/EIS.	The goal of transportation planning shall be: (A) To reduce the dependency on the automobile by making more effective use of existing transportation modes and public transit to move people and goods within the region; and (B) To reduce to the extent feasible air pollution which is caused by motor vehicles.	As a condition of project approval irrevocable commitments for the implementation of the alternative transportation elements will need to be initiated, including; various shuttle programs, bicycle share, bike path extension, dial a ride program, hybrid car rentals, bus pull outs, ticketing and pass programs, etc.				

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The project shall include some form of functional public art in proposed gathering places.		х		Proposed Project proposes public gathering places at the North Base area but does not specify what form of functional public art will be provided.	HMR shall identify opportunities for the display of public art on the project site	As condition of permit approval the project shall demonstrate that functional public art has been provided on site.		
TRPA requires details on the number and types of proposed mix of uses for the site using TRPA Chapter 18, Permissible Uses as a guide.		×		Proposed Project specifies the proposed mixed uses consistent with TRPA definitions.		Site plan, final approval of code amendments		
TRPA requires commitments and details in relation to the proposed sign at the Tahoe City Y and an explanation of why this system is the most publicly beneficial as compared to other available means.		х		Proposed Project states that signage in Tahoe City will be used to inform the public of parking capacity for winter day use recreation - details on how the signage will be operated are not available, but would either include HMR owned and operated signage on private property in Tahoe City, or an agreement with Caltrans to use existing changeable message signs.	Identify sign specifications, locations, O & M,	The permittee shall enter into a irrevocable agreement with the proper parties to document how the signage will be provided and maintained as a condition of final project approval.		
TRPA requires identification of public/private open spaces for residential housing and/or general public use within the mixed use development.		x		Proposed Project includes public gathering spaces at the North Base area (pond/ice rink and Mid Mountain Lodge and amphitheater).	Project site plans should indicate private space vs. public gathering space. Mid Mountain Lodge shall be identified as	Final project site approval indentifying public gathering places for North Base area and recordation of CC&Rs which defines public use of Mid Mountain Lodge.		